

**Your April 2009 issue of The Sparkplug follows this page  
There are 10 pages in the newsletter including this calendar**

**2009 Dates to Remember**

- Apr. 23** Monthly meeting 7:00 p.m. clubhouse
- Apr. 25** DSR Display for Gordon Oaks Retirement Center's Spring Festival 10a-2p
- Apr. 25** **Mobile** - 14th Annual "MOPARS at the Battleship" exclusive MOPAR car show and swap meet at Battleship Park, 2701 Battleship Parkway, Mobile. Exit 30 off I-10. Pre-registration is \$25 and includes a free show t-shirt. Day of show is \$25, but no t-shirt. Registration is from 8 am to 11 am, and there is a \$2.00 parking fee at Battleship Park gate. Judging begins at noon. Dash plaques to the first 100 registered. Hosted by the Southern MOPAR Association. For information, 251-653-5154 or 251-653-1071 or [www.southernmopar.org](http://www.southernmopar.org)
- May 2** **Mobile** - Cpl. Chris Mason Memorial Car Show – Baker HS Football Stadium  
Fee \$20 Benefits the Freedom Alliance Scholarship Fund
- May 2** **Helping Hope Custom & Classic Car & Bike Show** corner of Hwy 181 and Hwy 104  
In Fairhope, AL. Open show. 8 am to 3 pm. \$20 for first entry; \$10 or each additional entry. This is a benefit for Hope Center. Information: 251-610-3817 or email [karnutt@yahoo.com](mailto:karnutt@yahoo.com)
- May 4-9** *AACA Founder's Tour (1936-1984 vehicles)  
Odessa & Midland, TX*
- May 7** DSR Display for Beverly Burton Scholarship Trust – Mobile Country Club 6-8pm
- May 9** 26th Annual DSR Mother's Day Car Show partnering with Friends of the Mobile Animal Shelter (FOMAS)

Check out the Deep South Region AACA Website at <http://local.aaca.org/deepsouth/>



# The Sparkplug



Deep South Region A.A.C.A. Newsletter, Vol. 43 No. 4 April 2009

## Get acquainted with DSR's newest & youngest members

By Patt Paquet

DSR recently acquired three new members, all 21 years of age or younger. I suppose the only fair way to do this is to start with who joined AACA first. That would be Ramsey Burroughs, Jim Henderson's oldest grandson. "Rambo", as he is sometimes called, joined AACA in July 2002.

This young man is a native of Albany, GA but was moved to Mobile along with his older sister, Kimberly, prior to entering kindergarten at St. Paul's Episcopal school system. He remembers learning to drive at the Henderson farm but can't recall if it was on a tractor, in an ATV or a car.

During a family ski trip to Big Sky, MT in 2006, he found he really liked this part of the U.S. and following his graduation from St. Paul's, he enrolled for the 2007 year at the University of Montana in Missoula. However, he missed the Gulf Coast and returned in time to attend USA in 2008. He thinks Forestry would be a good major.



Ramsey in the paint booth

As of now, he is employed at the Mobile Lumber mechanic and body shop on Lundy Road. The day I talked with him, he was priming and painting parts for a '55 and a '36 Ford. He also works with his grandfather's antique car collection. When asked what his favorite

of the older vehicles

would be, he said a

1936 Ford 3-window coupe would do nicely. Although he doesn't own one, he does have a 1958 Harley Davidson "daily driver" he plans to spiff up.

The top of his list of leisure time activities is going camping and riding is motorcycle in the mountains. He speaks as if he is an experienced camper, talking about the necessities and using a frame back-pack, taking water purifiers and a fly rod in case of having to catch food while on the outing among other things. His pet is a female pit bull which was adopted from an animal rescue shelter.

I would assume we could all agree any young man who is nearing his 22nd birthday, has a female pit bull for a

pet and likes "old cars" is something DSR needs.



The second of our younger members to join AACA is Travis Henderson, son of DSR member Scott Henderson and grandson of Jim Henderson. He signed up in March 2006. Travis was born in Mobile but about the age of three, he move to Rome, GA for a short time. He is another St. Paul's "lifer" with a year at USA after graduation. He plans to go back and seek a major in business. He has two younger sisters, Ragan and Mallory.

During his last year of high school, he worked for Mobile Lumber, primarily as a "gofer", running errands and doing whatever was on his "to-do" list after school.

Presently, he is a grounds maintenance supervisor of all the Henderson properties and trainer of new personnel starting in this area. The day I interviewed him, he was at "The Farm" running one of the big pieces of equipment moving dirt after some fences and gates had to be relocated.

### Travis aboard one of ML's big pieces of equipment



His antique vehicles are a '48 and a '78 Lincoln. He says he has an eye on a 1953 Packard, a 1966 Mustang and a 1962 Chevy Impala. However, if he could have any single vintage car he wanted, it would be a 1970 Chevelle SS 454. Now, why is that surprising?

His idea of a perfect warm weather get-away is spending time on the water, (Concluded on Page 3)



### From the driver's seat

The Mother's Day Car Show is drawing near and we have a lot of members pulling together to make it a success. As of this newsletter, we have a major sponsor, thanks to Kevin Crowell. His commitment to finding one is most appreciated. Walt Fuller has been making phone calls and working on multiple show details. Scott Henderson, our Chairman, is doing a great job of pulling everything together.

Hundreds and hundreds of flyers have been handed out at car shows and cruise-ins. So many have done so much to get us where we are.

Now we are heading into the final stretch – so continue to talk up our show to anyone and everyone who has an interest in cars.

Don't forget that we are providing cars for the Gordon Oaks Retirement Center's Spring Festival on April 25 for a few hours. Another event on our club calendar is the display for the Beverly Burton Scholarship Trust on May 7<sup>th</sup> from about 6-8:30 pm. If you've not signed up for either of these, you can do so by contacting Lycyle.

I look forward to seeing all of you at our April 23rd meeting.

*Steve Goren, President*



### 2009

### Officers

- President: Steve Goren.....(251)633-8171
- Vice President: Walt Fuller.....” 602-1931
- Secretary: Cathy Goren.....” 633-8171
- Treasurer: Tracy Metclaf.....” 433-0270
- Activities: Lycyle Crowdus.....” 661-8486
- Frieda Dylewski.....” 476-1870
- Editor: Buddy Paquet.....” 661-4009
- Member-at-Large: Paul Dagenais.....” 433-0270

### Volunteers/Appointees

- Chaplain: Kevin Crowell.....” 660-1888
- Historian: Patt Paquet.....” 661-4009
- Webmaster: Herb Thoms.....” 654-2933
- Telephone Chair: Martha Fuller.....” 602-1931
- Refreshment Coordinators: Clyde & Janet Smith  
“ 473-7834

The *Sparkplug* is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:00 PM in the clubhouse located at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$15.00; AACA national dues are \$35.00. *Ownership of Antique a vehicle is not a requirement for membership.*

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share this  
newsletter with  
a friend.



*Quote of the month:* Have you ever noticed when you put the two words “the” and “IRS” together, it spells “theirs”?





**Editorial wonderings...**

I wonder if we here in the DSR ever stop to consider how fortunate we are to be able drive our cars nearly anytime we want. What brings this to mind is reading newsletters that I exchange with our northern neighbors. And some of those are really *northern*. Two are from regions bordering on some of the Great Lakes. Their driving season is really short, but they plan day trips on the weekends and week long tours in the summer months.

A few years back, Patt did an exchange with a region in Alaska whose members took their Model Ts and A's out for a Christmas parade. Currently, the region there puts on a couple of long weekend (3 day) tours during their summer months and one in the winter. I suppose it's all in what you want to do.

This brings me to ask why, after next month when our annual car show is over, could not one or two couples get together to plan a one or two day trip for the members to take part in. And it doesn't matter how many or few go. What matters is how much fun those who do go have. Yes, it does get warm in June and July. But even without AC, we can all manage. Let's put on our thinking caps, pull out a few maps or get on the internet and see what is happening close by or a day's drive away. Not only will it be enjoyable for the members, it will be good for the cars.

If any those among our group who do not have an antique vehicle, it is a given that modern iron is welcome. Or better yet, why not double up and have twice the fun?

Now, I will get off my soapbox and say a little bit more about what started all of the above; newsletter exchanging. I have stockpiled several articles from other club's newsletters that I thought you would enjoy. I requested and received permission to use them so you can look forward to them in what's left of this year.

The story by Caroline Kline came via my good friend, Harry McGill, out in California. She is a member of his region and a very good writer.

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**DSR's younger members**

especially over in the Gulf Shores area. He really enjoys jet skiing around Perdido Pass. He does prefer salt water to fresh when it comes to boating. When the weather cools down, it's time for football. (See next column)

Attending and tailgating at an Alabama or University of Georgia football game is at the top of his list.

A 20-year-old fellow who is into Alabama football and antique cars just has to be an asset to DSR, don't you think?



Last to join AACA and DSR is soon-to-be 19-year-old Trevor Goren, son of Steve and Cathy Goren and grandson of Herb and Nancy Thoms. He signed on the dotted line March 17, 2009 as a student member. This young man is really into cars.

He reads about them in his spare time and recently schooled salesmen at a new car dealership about their own product! He owns a 2001 Mitsubishi that he has made interior and engine modifications to including a cold air induction system and carbon filter kit. Trevor began tinkering with cars when he was about 11 or 12 years old when the family bought their 1958 Chevy. Now that they have a 1996 Corvette, he really enjoys getting under the hood. It's his favorite car.

Trevor has two hobbies; playing electric guitar and hockey. Both roller and ice. He began hockey at the age of five, playing several seasons with a youth league sponsored by the Mobile Mysticks. When the professional team left town, he was without a team. His parents looked at Pensacola and Biloxi, choosing the latter because of its close proximity to Mobile.

He has played in numerous tournaments all over the country in the past during the past 15 years or so. One of the most memorable was in Chicago this past year when he was sent to the penalty box for checking too hard. Two others are playing in Lake Placid where the 1980 Olympics were held and at "The Joe" where the Red-wings play.



**Trevor on the ice during a tournament**

He made UA's hockey team, the Frozen Tide" this past year but decided to play final year of midget major hockey with the Huntsville, AL team.

Another young fellow who can be a big benefit to DSR.

## Mary G. Montgomery H.S. car show

By Dick Cashdollar

I've commented in earlier show reports that this spring has produced a number of new local car shows, to the delight of the Addicted Ones like me. Saturday, March 21<sup>st</sup> – an absolutely perfect day to be playing with our toys – marked the first for this new show in Semmes, AL. The Semmes Azalea Festival is not a new event, but this year the Girl's Volleyball Team at Mary G. Montgomery decided to host a car show in conjunction with the festival to raise money for their planned trip to a big volleyball tournament in Orlando, FL later this year.



Dick Cashdollar's Top 20 winning 1995 Corvette

This show was rather small – about 35 registered cars – but a number of the regular top scoring cars from the local circuit showed up so overall quality of the vehicles was high. The show also suffered from a number of predictable causes, including the natural difficulties of getting the word out about new shows and competing events like the Mustang Show in Pensacola and the Fairhope Crafts Festival. The show featured the standard package of awards for “bests” and “Top 20” trophies. One difference here – most of the “best” awards were cash. They had great barbeque, a 50-50, and a drawing for a \$500 gift card as well. In addition, there were plenty of sponsor-donated items given to car show entrants.

The pretty day and the Azalea Festival drew a very large crowd. The show featured about 50 vendor booths, lots of food, displays by Mobile Police Department and the Semmes Fire Department. The Azalea Trail Maids were there and live stage entertainment as well.

During the day, at least several thousand people showed up for the festival, with most touring the car

show as part of their day. In my several years of going to local shows, this was by far the largest spectator crowd I've ever seen. I was the only DSR participant and won a Top 20 trophy for my Corvette. I don't know if they plan on continuing the car show as an event next year – but I hope they do, for I'll certainly go back.

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### DSR member sings sweet

The Sound of the Bay Chorus of the Region 23 Sweet Adelines did themselves and Mobile proud at the Sweet Adelines International competition on Mar. 27<sup>th</sup>. Among the twenty-one women who make up the chorus is DSR's own Nancy Thoms. The chorus took first place out of nine small choruses and second overall out of the fifteen choruses competing.

DSR has been fortunate to have these talented ladies occasionally perform at our Mother's Day car show. According to Nancy, this was really a thrill and a reward for all of the hard work they did in preparation for the competition.



Nancy is first from left in second row

The original purpose for which Sweet Adelines was organized in 1945 was educational, to teach and train its members in musical harmony and appreciation. The main goal was to create and promote barbershop quartets and other musical groups; another was to give musicals, public and private performances for learning and general appreciation of all the things pertaining to music.



## My 1942 Army Harley

By Caroline Kline, Member AACA & Soutwestern Two-Wheelers Region

In 1992, I traveled with a group of WWII vehicles from Edmonton, Alberta to Fairbanks, Alaska to celebrate the 50th Anniversary of the Al-Can Highway. I was in my 24' RV helping carry spare parts and a gas can so all vehicles would "make it" from gas station to gas station.

I fell in love with a 1942 WLA Harley-Davidson motorcycle on this trip. (A WLA was a motorcycle built to Army specifications.) The owner thought I was swooning over him, but it was really his motorcycle. I asked him two or three times (or more, was it a dozen?!?) if he would like to sell me his bike. After a while, he ran when he saw me coming since the answer would still be NO!! It was then that I would talk about the bike to visitors who came to view the WWII vehicles. I wore my camos (Korean War...but I looked the part) and had a grand time visiting with everyone.

The next time I saw a WLA was at the 1994 Las Vegas Antique Motorcycle Auction. They had three up for auction, but I fell in love with a 1961 Harley Servi-car and purchased it. The WLAs were selling for under \$12,000 that year. By January 2006, I had saved enough money to buy another bike so I sent back to the Las Vegas Auction in high hopes of pick-ing up a WLA. There were four up for auction and they sold for \$24,000, \$18,000 and a real rust bucket for \$14,000. One did not sell as the owner wanted \$20,000 and the bid went to only \$15,000 plus it was missing some parts. I was very disappointed because the price had jumped out of my league in these last few years. One of the managers told me WLAs had been one of their best sellers the last three years!

I pulled up my boot straps and in February 2006, I put ads in my club magazines: AACA, AMCA and Military Vehicles. *WANTED: World War II Harley-Davidson WLA, running, restorable or restored. Side-car OK or not.* Never received any calls so I decided to purchase a nicely restored 1942 civilian

Harley that a friend here in Santa Fe had. It was painted Harley colors, orange and black, and was a knockout at shows. It's a beauty. I love it and call it OBWAN!

About a month after I purchased OBWAN, I started receiving calls from people that had seen my ads. I just wasn't patient enough. Most of the WLAs

offered were painted any color, not Olive Drab, and were either civilian styled or chopped. So I was not really interested in any of them. Then in June, I received a call from Jonesboro, Louisiana. The owner was a 20-year Army man and had a 1942 WLA he wanted to sell but only to someone who would keep it in it's military appearance. I assured him that was de-

definitely my purpose. He sent me some pictures and when they arrived, I was in love again. Samie had restored the bike 12 years earlier, having purchased it from a man in Arkansas. He sold Samie 10 boxes of parts, a frame and a motor. The Arkansas man had never taken the time to try to put it back together after he had disassembled it. Since I live in New Mexico and don't have

RUST, I asked Samie if it had much rust. "Oh no", he said, "it has always been kept in my garage."

I was on jury duty in June so a friend and I drove to Louisiana in July. We took my RV and pulled a trailer, just in case I decided to purchase and restore it. The bike was almost ORANGE with RUST – in comparison to New Mexico – no rust here. However the greatest selling point was the completeness of the bike. It had more lights and optional parts than any of the previous WLAs I had seen. And it ran great. Samie started the bike and rode it around the yard. I loved it. My friend said in an aside "You will never get it to look as good as your other two bikes." Yes, I admitted it would be a challenge. So on July 6<sup>th</sup>, I arrived home with my third antique Harley. I did not tell my family and friends right off, **(Concluded on Pg ??)**



Caroline's restored 1961 Harley Davidson Servi-car motorcycle

### Harley WLA concluded

as they would think I had “lost it”. I wanted the bike to look its best before advertising that I had a WLA!

My bank account was in the below zero bracket and I had foolishly bragged that “anyone can paint Olive Drab!” I knew if I took it apart to the last bolt I would never get it back together again. Therefore, I started at the right front of the bike and took off

parts to clean, strip, sand and paint with primer. I would put that part back on loosely and continued that way all around the bike. It was starting to look like a beauty! When I finally found six spray cans of the same Olive Drab, I started all over again painting all the parts requiring that color, then the Flat Black parts, etc. In between I started purchasing little options: mud flap, scabbard, replica Thompson

submachine gun, and saddlebags. The latter were original and found in Greece. They had been squished into a box for 55 years. It took me two months to make them square again by alternately soaking in the bathtub and stuffing with newspaper until they finally looked great. I knew I would never find a license plate so I researched what they should look like and got a friend to make one for me. All of the preceding took me 18 months or a little more. During this time, I was Olive Drab for three of those months. When my fingers were green, everyone knew that I was painting.

The biggest thrill came when I showed the bike in Canyon City, TX at the AACA meet last year. I spoke with so many veterans from all our BIG wars and many of them took lots of pictures of the bike. Yes, it was to honor not only my family members but to also honor all those who have served. It was such a pleasure for me to see the joy in the faces of those Vets who remembered the WLAs! Every show I have taken the bike to I have received the same reception. Yes, those veterans love the bike as much as I do.



C. Kline's pride-&-joy, the lovingly restored 1942 H-D WLA

A little research on my motorcycle was number 65,751. The WLA type VII models were fitted with 42WLA motors from 42WLA62481 to 42WLA70681 and were built somewhere between September 1944 and August 16, 1945. A total of 8,201 War Department registered 42WLA Type IIs were built in accordance with contract 11-022-ORD-3996. The price was between \$350-\$550. My investigation shows

that ones used by the USA were: 1941 – 2,282, 1942 – 13,051, 1943 – 24,717. 1944 – 11,351 and 1934 – 8,318. Many were sent to Russia and China through the Lend Lease Act.

Any of the mentioned figures can be disputed but that is what I found. The last military Harley-Davidson was built in 1952. Only one was made! In 1945, after the war, you could purchase a used 42WLA from the Army for \$25.00. Most of the bikes

were left in Africa or Europe or tossed overboard on the way home. Many British soldiers grabbed the H-Ds as the crates landed and left their British bikes in exchange. These soldiers wanted the Harleys since they had more power than the British bikes.

I am still trying to find, at a reasonable price, Bruce Palmer's book *How to Restore your Military Harley-Davidson 1932-1952*. They were \$29.95 when in print but now, WOW!, what a price they are bringing. I love all my bikes and hope you have enjoyed this saga.



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## DODGEing hurricanes in an aFORDable V-8

By Charlie Froehlich

First, the disclaimer: I know that hurricanes are not funny and many of my friends encountered major difficulties and damages because of these storms. My sympathy to those who had trouble. The AACA touring season has begun and two tours of the 2009 season will be over by the time you read this. I want to share this story with you. Thankfully, we had no problems.

We were planning to attend the Glidden Tour in La Crosse, WI Sept. 7-12, 2008 and had planned to depart for that trip on Sept. 2, driving the 1937 Ford V-8 pickup. Prior to departure, Gustav started up in the Caribbean. By Aug. 27 it looked like Gustav would be arriving in our area around the date of our departure. That did not seem like a good time to be traveling so we changed our departure date to Aug. 30. It turned out to be a good change. When we left the morning of the 30th, traffic was already fairly heavy northbound on I-59. We made it to Horn Lake, MS, our overnight stop, with no problems but the motels had "No Vacancy" signs. Fortunately, we had a reservation for the night.

The next morning, the 31st, we drove on to St. Louis. We decided to stay there two nights in case there were any troubles back home in Carriere, MS that required our returning home. Checking with our neighbors after the storm was on land, we found that there was no damage but power was out. We discussed the situation with them and decided that if electricity was not back on by the next morning, 24 hours, they would start up our generator for the freezer. As it turned out, he started the generator the next morning and it ran only 30 minutes before the power was back on.

Now we were free to go. But go where? It was way to early to go to La Crosse since were already scheduled to stay there a week. Looking over the map and where we had been and where we had not been in this general area, the winner was Des Moines, Iowa. We spend two days and three nights there. It was not exactly the sight-seeing capitol of the world but we had an enjoyable time. We were ready to leave there for Wisconsin the third morning.

I won't go into the details of the Glidden Tour except to say that it was an extremely well run tour. So now it became the 9th of September and time to head for home.

Well, guess what?! Hurricane Ike was on the rampage. It had come ashore and its remains, which were quite strong, were headed toward the path we would use to return home. Also heavy rains, unrelated to Ike, were predicted for our first 300 miles of driving. We had been in La Crosse long enough so we decided to load up and start out. We could stop early if the weather became too nasty. It actually turned out to be a reasonable driving day with only

light rain. We stopped for the night in Keokuk, IA. The next morning would take us in to east central Missouri, right into Ike's path. After doing a lot of weather checking, we again decided to take off and see what would happen. Got lucky again. By the time we reached St. Louis, the tropical storm was past. We drove on to Cape Girardeau to spend the night. At "The

Cape" we found they had gotten hit pretty hard by the storm with a lot of light wind damage and power outage, but the motel was okay. From there, it was a day and a half home – another good Ford V-8 trip.



The Froehlich's 1937 Ford V-8 pickup has been on multiple AACA tours as well as lots of Louisiana Region tours

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## 2009 Camellia Classic car show

By Dick Cashdollar

FINALLY!...a nice day for the Mobile Bay Mustang Club's 16<sup>th</sup> annual show at Bellingrath Gardens – by far the nicest car show venue in Mobile. The weather the past two years was just awful, keeping attendance last year to about 75 cars. This year made up for it with an absolutely perfect spring day. And the cars just kept coming...and coming...and coming. Six Ferraris. Two Avantis. Three Delorians. The biggest assortment of Corvettes (always the class act of ANY car event) that I have ever seen at any local show. You name it and it was there.

DSR was very well represented in the crowd, which more than filled the Great Lawn at Bellingrath. Both the Henderson and Musgrove collections were represented with multiple entries. Club members Bob



D. Cashdollar & S. Goren display their first place plaques

Gechijian, our President – Steve Goren- and Herb & Nancy Thoms plus Yours Truly also had cars entered. And we all won something. Steve and I tied for first place in the Corvette C4 category. Bob G's '58 'Vette scored a perfect 100 in the judging taking first place in his class as well. The Thoms' 1968 Cougar won first in their class.

And, of course, both the Hendersons and the Musgroves needed a small cargo trailer to haul away all of their awards. The show benefited the Mobile Food Bank and produced the biggest 50-50 pot I ever had the pleasure of donating to – the winner walked away with \$933!

Free T-shirts, dash plaques, good food, a wonderful setting and nice registration goody bags made for about as nice a day as a car buff could ever ask for.

## Mother's Day Car Show update

By Scott Henderson

WOW! What a ride on the wild side this year's car show planning has been. We had an anchor sponsor and then we didn't. We thought we had another and that fell through. Just when it looked as if we would be without, Mr. Crowell came through with a sponsor. We owe Kevin many thanks for his efforts.

Three Palm, Pool, Spa & Billiards has agreed to be our 2009 major sponsor for the show. An updated registration form and poster will be ready for the meeting this next week on April 23rd. It will great if everyone will pick up and distribute at least 10 posters and some flyers to local businesses.

Everything is going well and we are not only hoping for, but expect, a good turnout of entrants again this year. We have gotten several commitments for items for the silent auction and ask all of you to help by contributing any and all of those things you no longer need or want. However, remember this is not a garage sale so be guided accordingly.

Since the last meeting a food vendor has been secured. On the menu will be the usual hamburgers and hot dogs along with something new for our show, roasted corn.

I sincerely hope each of you will attend our April meeting. It is the last one before the show and we need to tie up any loose ends. There are a lot of things that will need to be done on Friday before the show and especially early on show day.

Again, many thanks to all of you who have worked to make this year's show the best and also thank you in advance to those who will be working on show day.

### MORE DAFFY-NITIONS

**Engine hoist** – A handy tool for testing the strength of ground straps and transmission lines you forgot to disconnect.

**Phillips screwdriver** – A large motor mount-prying tool that was once machined with great precision.

**Electric hand drill** – Normally used for spinning steel pop rivets in their holes until you die of old age, but works great for drilling safety belt mounting holes just above the fuel lines.

**2" x 4" – 8' long Douglas fir** – used for levering car up off hydraulic jack.

## General Membership Meeting Minutes March 26, 2009

The meeting was called to order by President Steve Goren after which Chaplain Kevin Crowell. The President led members in the Pledge of Allegiance.

**Old Business:** The President had no old business, Vice President Walt Fuller was absent. The Treasurer, Editor, Activities, nor the Member-at-Large had no old business. Secretary Cathy Goren asked for a motion to approve the minutes of the February meeting. This was made by Herb Thoms, seconded by Kevin Crowell and passed by the membership. Car Show Chairman Scott Henderson introduced two guests, Becky Davis and Donna Turner, with the Friends of the Mobile Animal Shelter. He also advised that Interstate Batteries cannot be our major sponsor again this year due to the downturn in the economy. Therefore, we needed to find another anchor sponsor. He noted that that a registration person was needed to take care of those that are pre-registering and several would be needed on the day of the show. He is waiting to get a definite answer from a food vender. A friend of Kevin's, who is a professional DJ, has agreed to donate his time and use of his equipment for the day. Anyone who would like to donate items for the Silent Auction should bring them to the April meeting. FOMAS will be most appreciated of that.

**New Business:** The President and Secretary had no new business. Treasurer Tracy Metclaf asked that the Financial Report be accepted as printed. The usual expenses plus a few extra for the Chili Supper were reviewed. A motion was made by Patt Paquet, seconded by Herb Thoms and passed by the members present. The Editor, Buddy Paquet, asked that a technician from Berney's Office Solutions be allowed to check the copier. He stated it was leaving shadows when copies are run. Jim Henderson moved to have the machine checked and repaired if necessary. This was seconded by Charlie Lyles and approved by the membership. Lycle Crowdus, one of our Activity Coordinators, presented a request from Gordon Oaks Retirement Center to provide about six cars for their Spring Festival on April 25<sup>th</sup>. She offered the motion, Jim Henderson seconded it and it was passed by the membership. Webmaster Herb Thoms noted that AACA Headquarters is switching to a new internet server with improvements and the website should be better. He is listing shows, both local and those in surrounding communities on the website now. Member-at-Large had no new business.

It was noted that DSR now has three new members, all of which are under the age of 21. Herb Thoms moved to adjourn the meeting, Charlie Lyles seconded it, it passed unanimously. Meeting adjourned 7:57 pm.

Respectfully submitted,  
Cathy Goren, Secretary



  
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- Soft close drawer glide option

**Coast Design Kitchen & Bath** | Ph 251-661-8000  
 5229 Hwy 90 West | Fax 251-661-8004  
 Mobile, AL 36619 | email:  
[www.kitchensbycoastdesign.com](http://www.kitchensbycoastdesign.com) | [coastdesign@mobilelumber.com](mailto:coastdesign@mobilelumber.com)

**MOBILE (251) 661-8000**

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